

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: WA-I-306

Name: Broadfording Rd over Conococheague Crk
W821

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>X</u>	Eligibility Not Recommended _____
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None	
Comments: _____ _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

gms

Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT No. WA-I-306Name and SHA No. Broadfording Bridge (W821)**Location:**Street/Road Name and Number: Broadfording Road over Conococheague CreekCity/Town: Cearfoss ☒ vicinityCounty: WashingtonOwnership: ☐ State ☒ County ☐ Municipal ☐ OtherThis bridge projects over: ☐ Road ☐ Railway ☒ Water ☐ LandIs the bridge located within a designated district: ☐ yes ☒ no☐ NR listed district ☐ NR determined eligible district☐ locally designated ☐ other

Name of District _____

Bridge Type:☐ Timber Bridge☐ Beam Bridge ☐ Truss-Covered ☐ Trestle ☐ Timber-and-Concrete☒ Stone Arch☐ Metal Truss Bridge☐ Movable Bridge☐ Swing ☐ Bascule Single Leaf ☐ Bascule Multiple Leaf☐ Vertical Lift ☐ Retractable ☐ Pontoon☐ Metal Girder☐ Rolled Girder ☐ Rolled Girder Concrete Encased☐ Plate Girder ☐ Plate Girder Concrete Encased☐ Metal Suspension☐ Metal Arch☐ Metal Cantilever☐ Concrete☐ Concrete Arch ☐ Concrete Slab ☐ Concrete Beam ☐ Rigid Frame☐ Other Type Name _____

Description:**Describe Setting:**

Broadfording Bridge carries Broadfording Road over Conococheague Creek running in a roughly southeast-northwest direction. Conococheague Creek flows under the bridge running northeast to southwest, encountering a small island just downstream from the bridge. To the north of the bridge on the eastern side of the creek, Hopps Landing Road travels up the steep hillside, and an unmarked road turning south from Broadfording Road on the west side of the bridge leads to the Broadfording Mills complex. This group of structures includes several 18th and 19th century dwellings as well as the ruins of Broadfording Mill (Maryland Historical Trust site WA-I-307). Two modern side-gabled houses are located on either side of Broadfording Road to the west of the bridge.

Describe Superstructure and Substructure:

(Discuss points identified in Context Addendum, Section C)

This four-span stone arch bridge is constructed of coursed local fieldstone. It measures 220 feet in total length. The roadway is 16 feet wide and carries a single lane of traffic. Its four arches display voussoirs of carefully cut stone and exhibit no apparent keystone. The arches are graduated in size, with the center arches measuring 37 feet in width and the flanking arches measuring 32 feet in width. Piers on both sides of the bridge have a rounded shape. The wing walls on either end flare slightly from the line of the bridge.

Discuss major alterations:

Broadfording Bridge was extensively damaged as a result of flooding during June 1972. Sections of its walls were washed away and later replaced with metal fencing. Additionally, the undamaged portions of the walls were capped with concrete and metal railings. According to the Washington County Engineer's Office, the bridge was reconstructed and/or restored in 1977. They note that the structure is reinforced internally, and the abutment and pier footings are stonebedded on rock. Specific alterations at this time included removing the spandrel fill between the parapets down to the arch rings, cleaning the arch ring surface, and placing reinforced concrete arch caps before backfilling to the previous subgrade elevation; constructing an 8 inch half-circular deck drain; removing and plugging four existing scuppers; cleaning the top of the spandrel walls and constructing parapets; placing rock for slope protection along the wingwalls between the edge of the water and the end of the parapets; removing the existing pavement to 6 inches below the proposed roadway cross section and constructing a new bituminous concrete surface; and repointing existing masonry.

History:**When Built:** 1829**Why Built:** *unknown***Who Built:** *Lloyds of Pennsylvania***Who Designed:** *unknown***Why Altered:** *damage from floods of 1972***Was this bridge built as part of an organized bridge building campaign:** *no***Surveyor Analysis:****This bridge may have NR significance for association with:**☒ A Events ☐ B Person☒ C Engineering/Architectural Character**Was the bridge constructed in response to significant events in Maryland or local history?**

As with many stone arch bridges in Washington County, Broadfording Bridge was erected near the site of a mill, in this case the Broadfording Mill, also known as Union or Hartranft's Mill, which operated during the 19th century. The bridge was built at a natural fording of Conococheague Creek, on a road that is one of Washington County's earliest thoroughfares. According to historians, Broadfording Road was already in existence by 1747. Several extant structures, including a log house, a brick house, a frame bank barn and school house, are situated in the general vicinity of the mill ruins to the south and west of the bridge and date to the 18th and 19th centuries (Maryland Historical Trust site WA-I-307). Milling and agriculture were the primary industries of the county. A large number of mills were built along significant waterways such as Antietam Creek and Conococheague Creek as well as near smaller tributaries. Many of the region's major roadways led to and serviced these mill sites, which also served as centers for trade and social meetings. Bridges such as Broadfording Bridge facilitated travel to and from these mills.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

With its key position in proximity to a mill and along a major thoroughfare, Broadfording Bridge played an important role in stimulating transportation and commerce throughout the area. Its presence helped promote growth and development on both a local and regional level.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic and visual character of the possible district?

Broadfording Bridge is located in an area of high historic potential. Should this area be nominated as an historic district, the bridge would be a significant addition to both the historic and visual character of the possible district.

Is the bridge a significant example of its type?

Even though Broadfording Bridge has been slightly modified, it nonetheless remains a significant example of the stone arch bridge.

Does the bridge retain integrity of the important elements described in the Context Addendum?

This bridge retains integrity of location, design, setting, materials, workmanship, feeling and association. Despite the alterations discussed above, Broadfording Bridge still possesses integrity of nearly all of its original components, including the stone arch rings and barrels, spandrel walls, abutments, wing walls, and piers. In general the bridge is in fair condition.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why?

Although more than 30 stone arch bridges were built in Washington County, with at least 24 still extant, no two are exactly the same. This particular bridge, constructed by a well known bridge building firm, the Lloyds of Pennsylvania, exhibits a unique graduated arch scheme. Thus, Broadfording Bridge is potentially eligible under Criterion C with regard to manufacture and design.

Should this bridge be given further study before significance analysis is made and why?

Broadfording Bridge has been well documented in both written and photographic form. In 1975, it was included in a comprehensive survey of Washington County's stone arch bridges that culminated with the preparation of National Register nomination forms for the bridges. These nomination forms have never been submitted to the National Register. It is presently listed in the Maryland Historical Trust's Inventory. No further study is recommended.

Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.

Provide a photocopy USGS map illustrating the location of the bridge.

Surveyor:

Name: Alice Crampton/Julie Abell
Organization: Parsons Engineering Science, Inc.
Address: 10521 Rosehaven Street
Fairfax, Virginia 22030-2899

Date: 11/15/94
Telephone: (703) 591-7575

MARYLAND HISTORICAL TRUST WORKSHEET

MAGI # 2206833417

NOMINATION FORM
for the
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

1. NAME				
COMMON: Broadfording Bridge				
AND/OR HISTORIC:				
2. LOCATION				
STREET AND NUMBER: Broadfording Road and Conococheague				
CITY OR TOWN: Cearfoss vicinity				
STATE Maryland			COUNTY: Washington	
3. CLASSIFICATION				
CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both		Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)				
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____	<input type="checkbox"/> Comments _____ _____
4. OWNER OF PROPERTY				
OWNER'S NAME: Board of County Commissioners of Washington County				
STREET AND NUMBER: Court House Annex				
CITY OR TOWN: Hagerstown			STATE: Maryland	
5. LOCATION OF LEGAL DESCRIPTION				
COURTHOUSE, REGISTRY OF DEEDS, ETC.:				
STREET AND NUMBER:				
CITY OR TOWN:			STATE:	
Title Reference of Current Deed (Book & Pg. #):				
6. REPRESENTATION IN EXISTING SURVEYS				
TITLE OF SURVEY:				
DATE OF SURVEY: <input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local				
DEPOSITORY FOR SURVEY RECORDS:				
STREET AND NUMBER:				
CITY OR TOWN:			STATE:	

7. DESCRIPTION	
CONDITION	(Check One)
	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruins <input type="checkbox"/> Unexposed
	<div style="display: flex; justify-content: space-between;"> <div> (Check One) <input checked="" type="checkbox"/> Altered < 50% <input type="checkbox"/> Unaltered </div> <div> (Check One) <input type="checkbox"/> Moved <input checked="" type="checkbox"/> Original Site </div> </div>
DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE	
<p>This five-arch span carries Broadfording Road across the Conococheague near Cearfoss in Washington County, Md.</p> <p>The bridge is constructed of coursed local fieldstone with carefully cut voussoirs lining its arches. The segmentally arched openings are graduated in size, the center arch being the largest. The structure is supported by rounded conical piers.</p> <p>Walls of the Broadfording bridge were extensively damaged by floods in June of 1972. Sections which were washed away were replaced with metal fencing. The undamaged portions of the walls are topped with concrete into which have been set metal railings.</p> <p>According to historians, the bridge was built in 1829 by the Lloyds of Pennsylvania, from stones quarried on the nearby Solliday farm and floated downstream to the bridge site.</p> <p>Broadfording bridge is in deteriorated to fair condition. Although damaged by floods, the structure is open to daily traffic.</p>	

SEE INSTRUCTIONS

SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- ☐ Pre-Columbian ☐ 16th Century ☐ 18th Century ☐ 20th Century
☐ 15th Century ☐ 17th Century ☒ 19th Century

SPECIFIC DATE(S) (If Applicable and Known) 1829

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Phi- | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | losophy | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Science | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Art | Architecture | <input type="checkbox"/> Social/Human- | _____ |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Literature | itarian | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | <input checked="" type="checkbox"/> Transportation | _____ |

STATEMENT OF SIGNIFICANCE

The Broadfording Bridge is significant for its architecture, for its contribution to commerce and transportation in Washington County and as an example of the engineering abilities of the 19th century bridge builders.

This bridge is representative of some 30 stone arched structures in Washington County (excepting those associated with the C&O Canal). Most of the county's stone bridges were built between 1820 and 1850 and appear to coincide with a major trend in building with stone in Washington County. Many such bridges were constructed in the lower Cumberland Valley. It is said that the first stone bridges in Washington County were built for the National Pike at the insistence of the Maryland legislature. Presumably they were chosen over wood bridges because of their greater durability. This structure containing five arches as it crosses the broad Conococheague is one of the largest stone bridges in the county.

The Broadfording Bridge erected at an established crossing place on the Conococheague, has served as an aid to commerce and transportation since 1829. Broadfording Road is one of the earliest thoroughfares in Washington County and is shown on several pre-1800 maps. According to notes compiled by Arthur G. Tracey, Westminster, Md., Broadfording Road was in existence as early as 1747 and thus was a major route to the west. Southwest of the bridge is the site of a grist mill which is depicted on an 1859 map of the county. Many of the county's stone bridges were erected near mills and all were built to carry traffic on what appear to have been the county's most important roads. The bridge at Broadfording would have facilitated transportation to and from the mill as well as aiding travel on the road.

Finally, Broadfording bridge is significant as representing the engineering abilities of the area's bridge builders. Having stood since 1829 with continuous traffic, this bridge and others like it remain as monuments to the engineering capabilities of the bridge builders. Several names are associated with construction of stone bridges in Washington County. Among them are the Lloyds, a Pennsylvania firm, Charles Wilson, who sometimes acted as an agent for the Lloyds, Silas Harry and George and John Weaver.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Hays, Helen Ashe, The Antietam and Its Bridges, New York: G. P. Putnam's Sons, 1910.
 Washington County Museum of Fine Arts, exhibition catalog, "Bridges: Our Legacy in Stone," August-September, 1965.
 Notes compiled by Arthur G. Tracey, Westminster, Md. 1954.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreage Justification:

SEE INSTRUCTIONS

11. FORM PREPARED BY

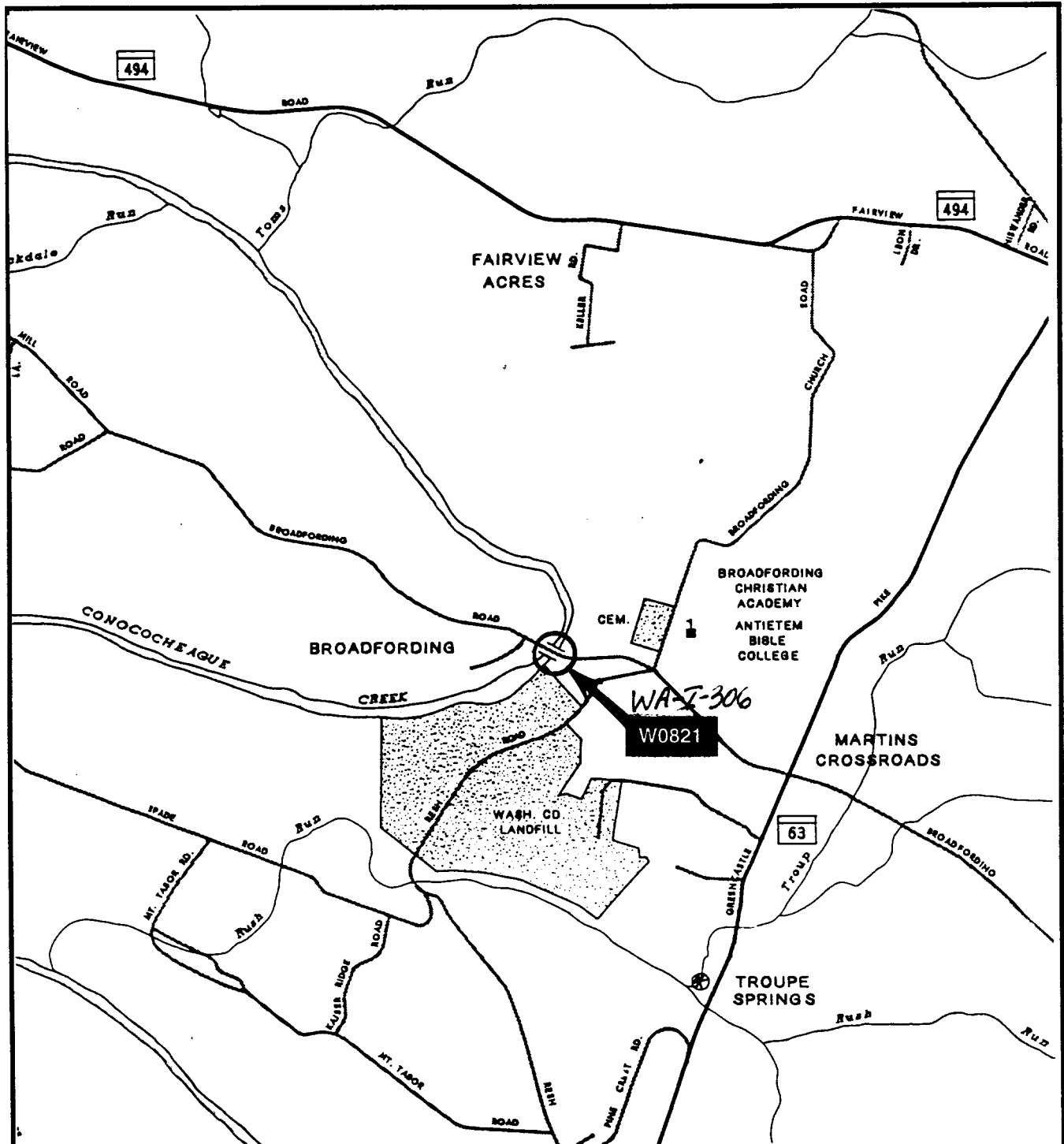
NAME AND TITLE: Paula Stoner Dickey, Consultant		DATE April, 1975
ORGANIZATION Washington County Historical Sites Survey		
STREET AND NUMBER: Court House Annex		
CITY OR TOWN: Hagerstown	STATE Maryland	

12. State Liaison Officer Review: (Office Use Only)

Significance of this property is:

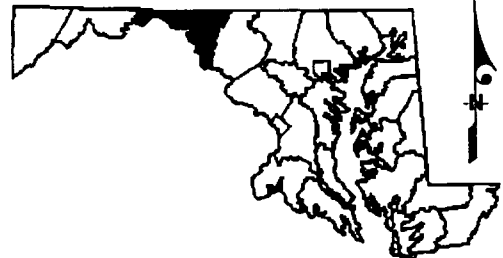
National ☐ State ☐ Local ☐

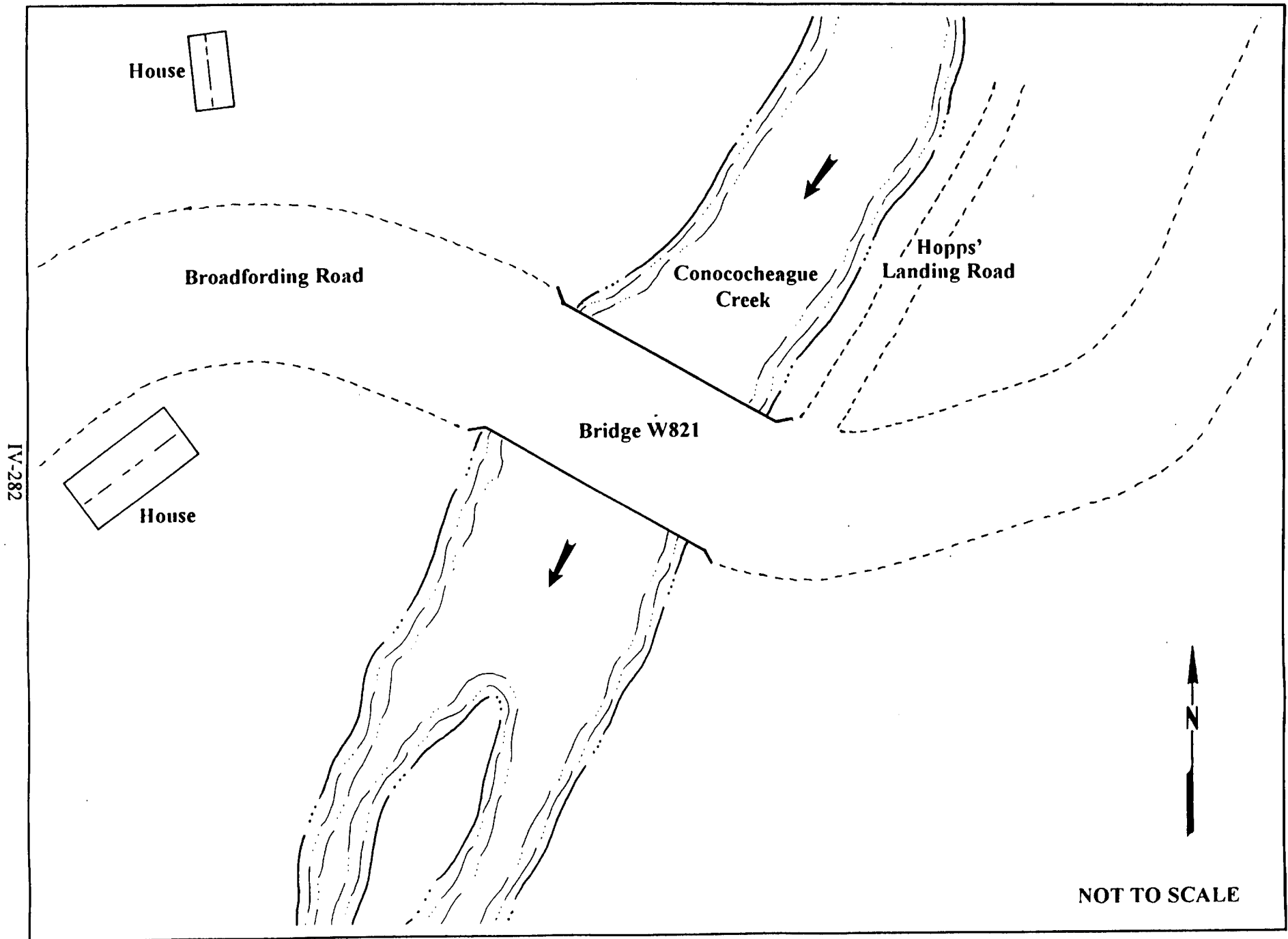
Signature _____



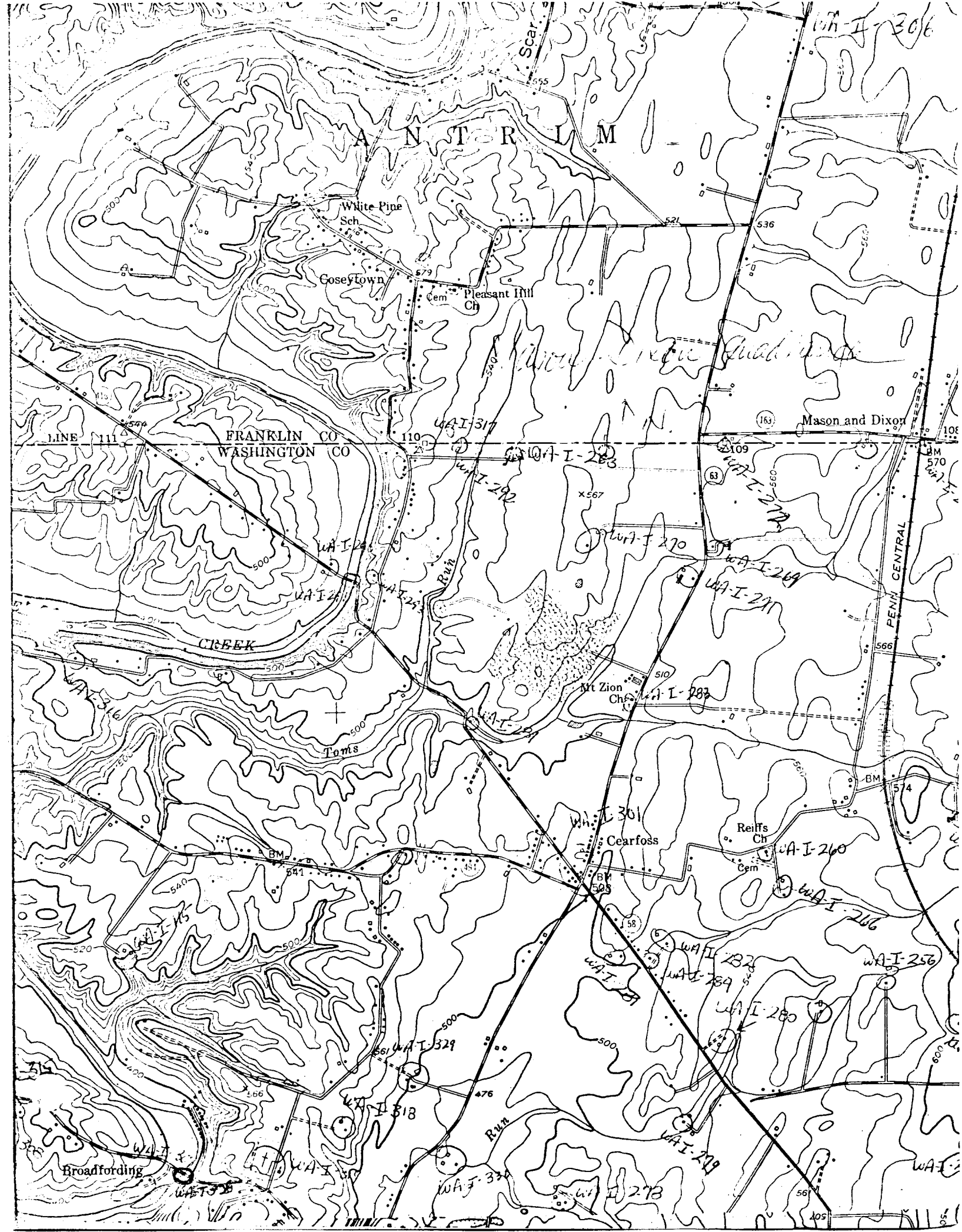
Washington County - Bridge Number W0821
Broadfolding Road over Conococheague Creek

Scale 0 1000 2000 feet
0 0.5 kilometer





WA-I-306





WA-I-306

Broadfording Bridge (W821)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

South elevation

1 of 4



WA-I-306

Broadfording Bridge (W821)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

North elevation

2 of 4



WA -I -306

Broadfording Bridge (W821)
Washington County, Maryland

Julie Abell

11/94

Maryland State Highway
Administration

Approach looking east

3 of 4



WA-I-306

Broadfording Bridge (W821)
Washington County, Maryland

Julie Abell

11/94

Maryland State Highway
Administration

Approach looking west

4 of 4



WA-1-306

Stone Arch Bridge

Upstream side from east

Broad End Mill Bridge

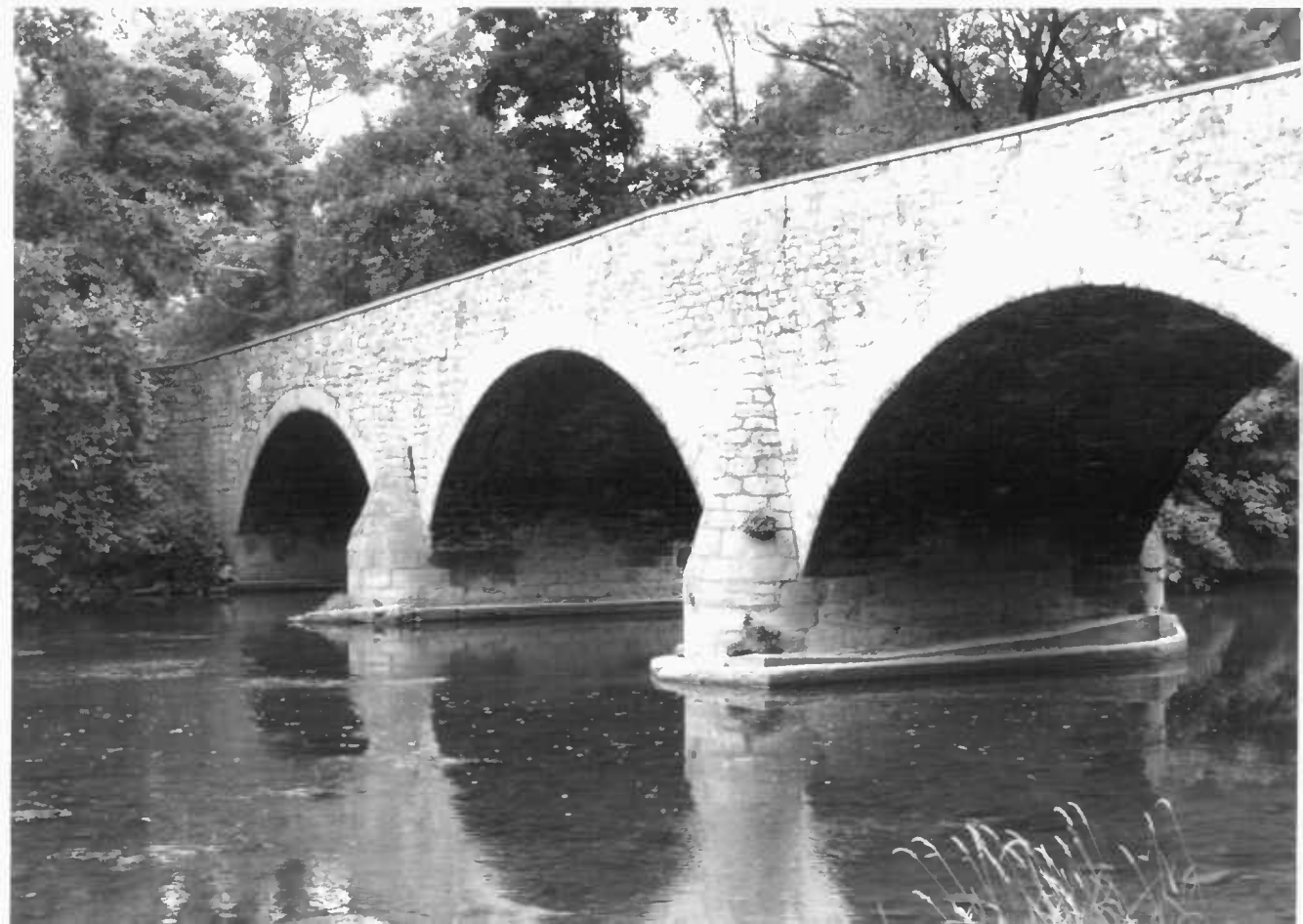
WA-1-306

Broad End Mill Road over Conococheague Creek

S. Goodrich

7-73-63

North east



WA-1-306

Stone Arch Bridge

(Broadfording Road over

Conococheague downstream

side from east from east

Broadfording Bridge

WA-1-306

Broadfording Road over Conococheague Creek

S. Goodrich

7.23.93

South side

A black and white photograph of a narrow, paved road winding through a wooded area. The road is flanked by stone walls and metal guardrails. A bright light source, possibly a car's headlights, is visible in the distance, creating a strong glare. A weight limit sign is posted on the right side of the road.

G.V.W.
LIMIT
30 000
POUNDS

Side from east

WA-1-306

Stone Arch Bridge

Western approach

Broadfording Bridge

WA-1 306

Broadfording Road over Concochesque Creek

S. Goodrich

7-23-93

West



WA-1-306
Stone Arch Bridge
Eastern approach

Broadford bridge

WH - 7-306

Broadford Road over Broadford Creek

5 ft. high

7-23-93

2008



WA-1-306

Stone Arch Bridge

Upstream from west

Broad End of Lake

WA-1-306

Broad End of Lake near Stone Arch

S. Goodrich

7-23-93

Northwest



WA-1-306

Stone Arch Bridge

Downstream from west

Woolfending Bridge

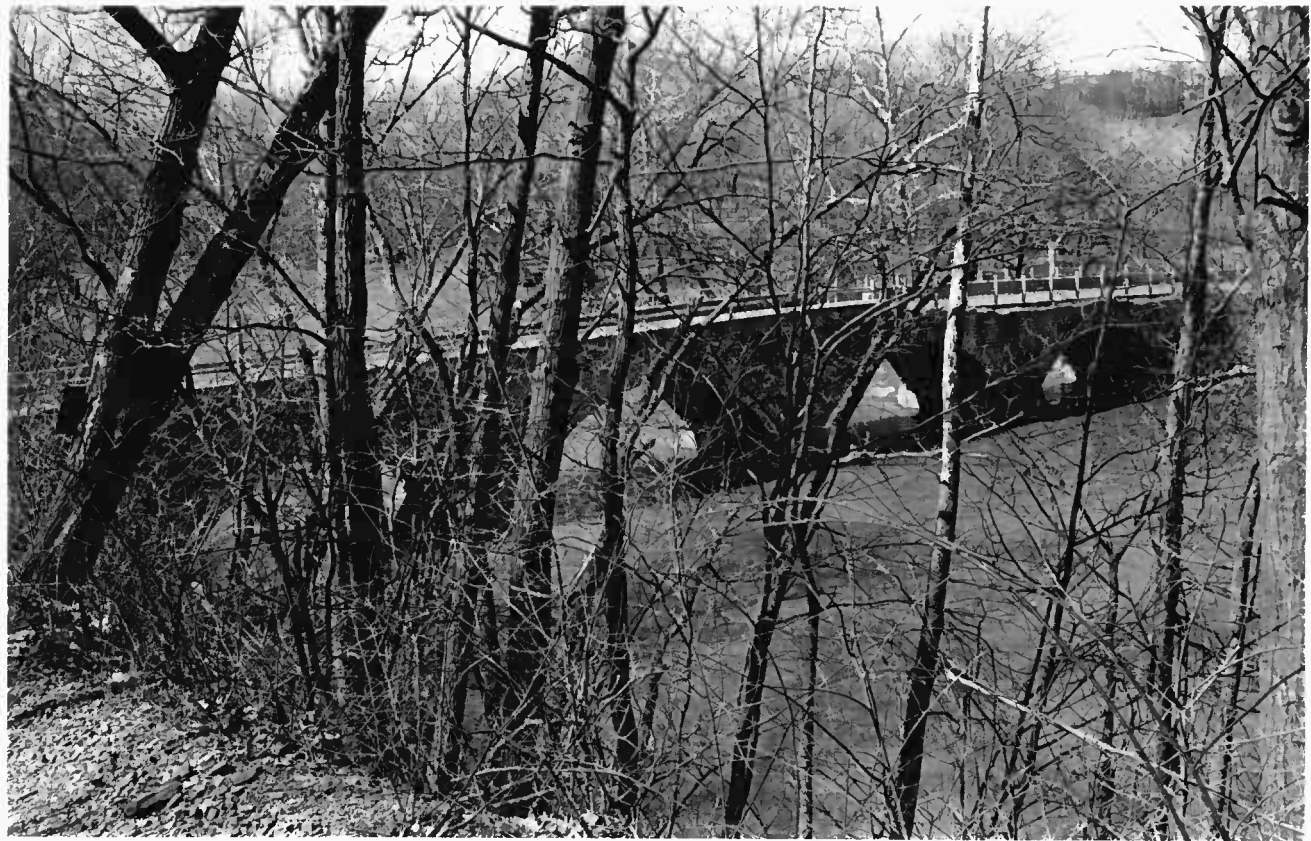
WA 1 306

Bridge in Pool over Woolfending Creek

St. John's

2/1/10

2



WA-1-306

Stone Arch Bridge

Downstream from west

Woolfending Bridge

WA 1 306

Bridge in Pool over Woolfending Creek

St. John's

2/1/10

2



667-1516

PAULA STONER DICKEY
CONSULTANT, WASHINGTON CO.
HISTORICAL SITES SURVEY



WA-I-306

BROADBENT BRIDGE

April, 1977

WISCONSIN DEPARTMENT OF TRANSPORTATION
WISCONSIN STATE HIGHWAY SURVEY